

Awful Sacrifice of Life to Modern Mania for Speed

DEATHS COURTED FOR SAKE OF SPEED

Modern Mania Responsible for Loss of White Star Liner.

THRILLING OCEAN DRAMA

None Left Alive to Tell Story of Last Few Moments on Vessel.

(Special to The Times-Dispatch.) New York, April 19.—The loss of the Titanic on her maiden voyage was caused by the speed mania that has gradually come to possess the management of ocean liners. The Titanic, rushing at twenty-three knots an hour through a dangerous iceberg territory, in order to establish a reputation for the ship and the White Star Line, was sidetracked by a partially submerged iceberg.

A great hole was torn in the Titanic's hull below the water line, just forward of amidships, on her starboard side, her most vulnerable point, where there was no bulkhead protection. She struck the iceberg at 11:45 o'clock Sunday night and sank into the Atlantic at 2:20 o'clock Monday morning.

An explosion of steam in the boiler room of the Titanic, about half an hour after she came in contact with the iceberg, is believed to have been responsible for the loss of the ship. Survivors among the crew say that but for this explosion the Titanic might have floated until the arrival of the Carpathia at daybreak.

The explosion was caused by an influx of icy salt water upon the superheated boilers. This created a mass of steam, which, confined in the boiler rooms as in a cylinder, forced an opening for itself and blew a big hole in the hull. The vessel was practically broken in two, and the front portion sagged down and dragged the rest of the ship beneath the surface.

A Thrilling Drama. During the two hours and thirty-five minutes the gigantic liner remained afloat she was a theatre upon which was enacted one of the most thrilling dramas in history. Starting quietly and without any apprehension on the part of the actors, the movement quickened as the danger increased, and the climax came when, with all the lifeboats away carrying less than one-third of the total ship's company, 1,575 human beings found themselves face to face with death.

A great majority of these died like brave men and women, facing the end with prayers on their lips and fortitude in their hearts. Almost to the last the ship's orchestra, made up of stewards and deck hands, played on the promenade deck, and the last air played was "Nearer, My God, to Thee." But not all died bravely. From the bowels of the vessel swarmed hordes of men from the south of Europe, bewildered, mad with fear. Seeking boats and finding none, they fell fighting blindly with each other. Overboard they went in swarms, striking out blindly for the lifeboats which picked a few of them up, but pushed the rest, and these later perished miserably, being dragged down into the sea in the suction caused by the foundering of the Titanic.

Nor did all the victims die on the decks or out in the waves. At the bow when the accident happened the parts of the boat which were given over to the crew, and part of the third cabin passengers were crowded with sleeping people. The shock of the collision was not severe, and it is not likely that many of these sleepers were awakened.

Within a few seconds after the Titanic struck the iceberg, the collision bulkheads were automatically closed. This put bulkheads of steel between scores of persons in the third cabin and forecastle, and the ship was not the doors were forced open later by water pressure is not known. If they remained closed, the humans behind the barriers went down with the ship in air-tight compartments and died as deaths at the bottom of the sea. But the manner of the end will never be known unless some freak of nature should spring the bulk of the Titanic to the surface again, for she is two miles down and no diver could reach her.

Recorded It as a Lark. Those who escaped in the first lifeboats were disposed to look on their experience as a lark. The sailors manning the cars pulled away from the Titanic. The sound of music floated over the starlit waves. The lights of the Titanic were burning. The shock of the collision had barely jarred the ship. One man who was kept on with his work until he felt a sudden shift in the position of the ship and rushed to the deck in time to leap into a lifeboat. Some of the passengers had returned to their berths. Nothing occurred to indicate to the passengers aboard the Titanic or moving away from the ship in lifeboats that the vessel would not remain afloat until help should arrive, until the boilers exploded.

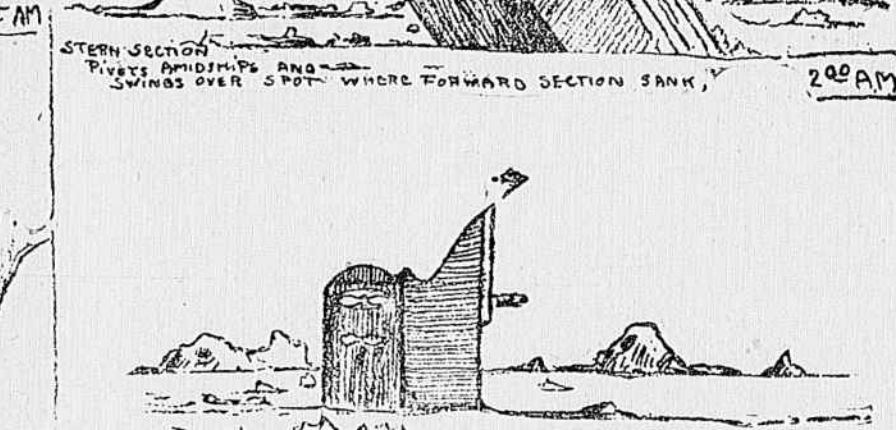
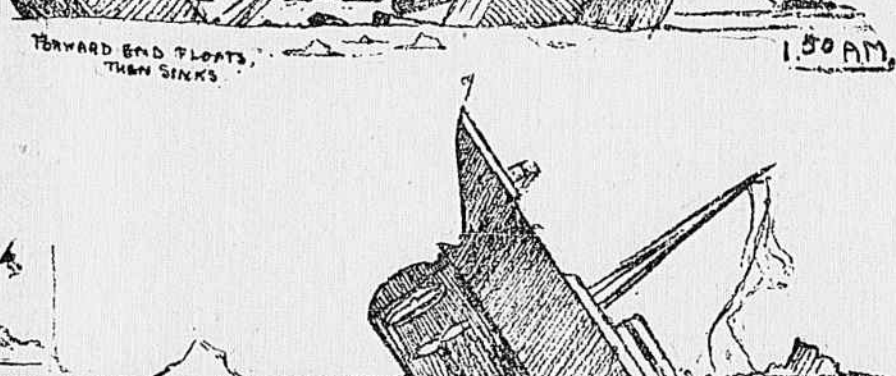
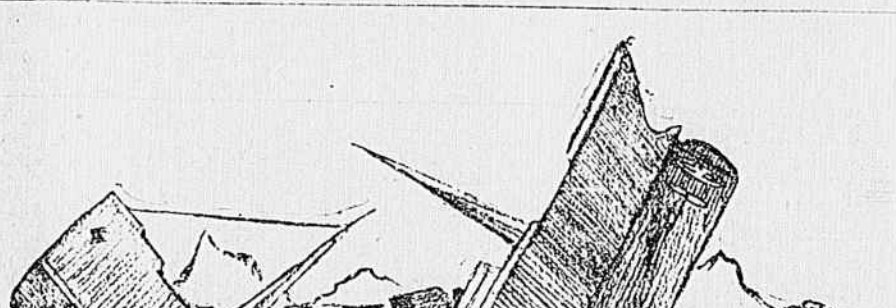
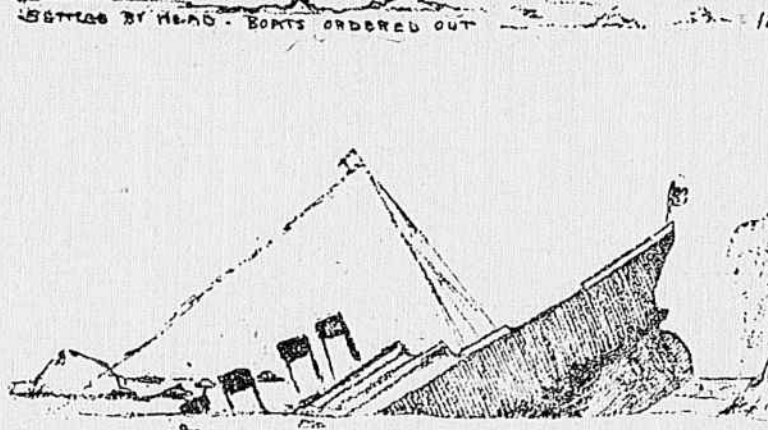
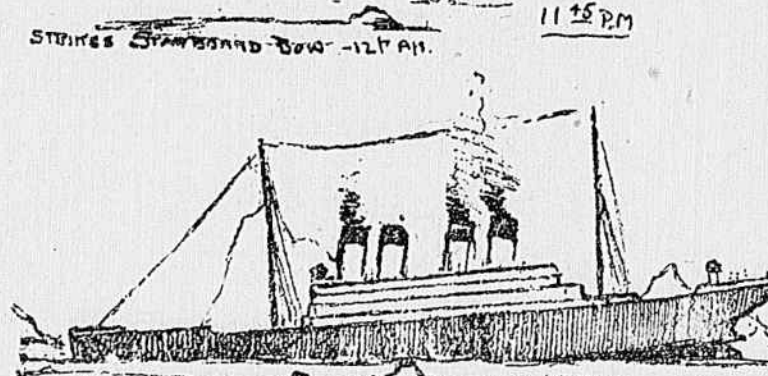
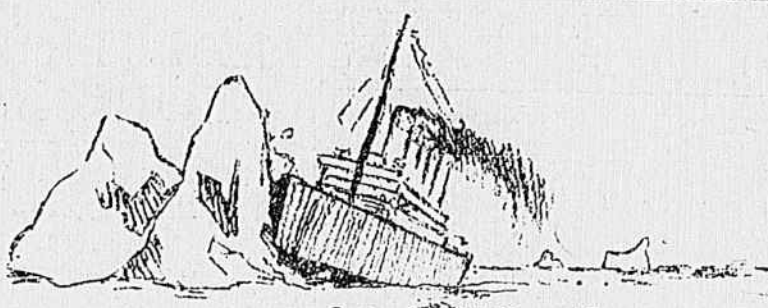
BUY LEATHER GOODS AT ROUNTREE'S 703 E. BROAD ST.

Let us give you an estimate on your WINDOW SHADES AND LINOLEUM. Phone Monroe 1762.

Sydnor & Hundley

The Velvet Kind

Same Quality Every Day. PURITY ICE CREAM CORP., Monroe 1861.



Drawn by passenger on board the ill-fated Titanic, from sketches made the night of the wreck.

LEAPS FROM SHIP; PICKED UP BY BOAT

G. H. Barkworth Tells How He Was Rescued From Death.

(Special to The Times-Dispatch.) New York, April 19.—A. H. Barkworth, of Tranby House, East York-shire, was making his first voyage, and on Sunday evening was sitting in the smoking room.

After the Titanic struck, he said, he saw W. T. Stead on the deck, and Mr. Stead told him the forecastle was full of powdered ice scraped off the iceberg. Mr. Barkworth noted that the forecastle was listing heavily to starboard.

Survivors Thank Officers. New York, April 19.—A committee of the Titanic survivors met aboard the Carpathia late to-day and drafted a set of resolutions thanking the officers and crew of the Carpathia for their service and assistance in saving their lives. They also presented to Captain Bostwick of the Carpathia, a tall silver loving cup as a token of their esteem and appreciation.

A number of the survivors kept their life preservers and carried them off the Carpathia when they landed.

MANY SURVIVORS ARE IN HOSPITALS

None in Serious Condition, and All Will Be Discharged Soon.

New York, April 19.—Nearly 140 of the survivors of the Titanic were in hospitals to-night, suffering from shock and exposure, but as far as could be learned none was in a serious condition. It was expected that all would be discharged within a few days.

Most of them were third class passengers and members of the crew. More than twenty-five were children under ten years of age, several of them orphaned and a few yet unidentified. There was, for instance, a waiting nine-months-old baby, tossed into a lifeboat by its mother, who will probably grow up without knowing who its parents were.

More than a hundred were cared for at St. Vincent's Hospital, which was a scene to-day of many pathetic incidents. Not only were there fearful but happy reunions between the survivors and friends and relatives who had missed meeting when the Carpathia docked last night, but there were scores, still hoping against hope that some of their dear ones, not named among the survivors, might still, through some oversight, be among the rescued, who called to make inquiries.

During the day many philanthropic women, well-known in the city socially, visited the hospitals to render assistance. Financial aid to relieve many cases of destitution was promised by these women.

SIX STOWAWAY CHINESE ESCAPE

Disguised as Women, They Secure Places in Lifeboat.

(Special to The Times-Dispatch.) New York, April 19.—Among those rescued from the sinking Titanic were six Chinese, who had stowed themselves away in one of the vessel's lifeboats before she left England. When the crash came on Sunday night the Chinese did not become excited. They knew the lifeboat would be lowered if there was any danger of the giant Titanic going down. All had shawls, and when they heard the shouts of those on board that women were to be saved first, they covered themselves with their shawls, leading the crew to believe they were women. In the darkness they escaped detection. It was not known they were Chinese until they were taken on board the Carpathia.

When it was discovered that the six Chinese had taken the places of women in the boats, some of the Carpathia's crew wanted to toss them into the sea. It was said to-day, but the officers of the Cunard vessel put them in irons instead.

How the Chinese escaped being discovered by the crew of the Titanic or some of her passengers puzzled those on board the Carpathia.

Ask an Investigation. Berlin, April 19.—The Free Conservative in the Reichstag have introduced an urgent motion requesting the Imperial Chancellor to order an investigation as to whether German steamships are equipped with sufficient life-saving appliances for all the passengers and crew, and if they are not, then to proceed without delay to compel the companies to provide them with such equipment.

SWINGS HIS FIST ON REPORTER'S SEAR

Willie Carter Resents Question as to How He Got Into Lifeboat.

(Special to The Times-Dispatch.) Philadelphia, Pa., April 19.—In contrast with the attitude of many of the survivors of the Titanic, the conduct of Mrs. Willie Carter was most commented upon by those who witnessed the scenes about the Cunard pier when the Carpathia docked.

While many of the victims of the disaster roved wild-eyed about the pier the Carters exhibited no traces of the ordeal encountered on the Titanic. Mrs. Carter is well known to Philadelphia society, where she achieved fame by appearing at the Bellevue-Stratford Hotel in a split gown showing green silk tights.

"Every one was most kind," she said. "It was all so easy, too. Just into one boat a few hours and transferred to the Carpathia. My husband had no difficulty in getting aboard the same boat with me."

Mr. Carter was asked how he was able to get in the boat, and became very angry. Turning to the reporter, he shouted: "Repeat that question!" The reporter did, and Mr. Carter, in answer, swung his right fist behind the reporter's ear, knocking him down. Before bystanders could interfere he jumped into a waiting taxi and was whirled away.

POSTING OF NAMES CAUSES DISTRESS

(Special Cable to The Times-Dispatch.) Southampton, April 19.—The posting of the names of the survivors among the crew of the Titanic at the White Star offices to-day caused many distressing scenes. The tears and sobs of the bereaved wives and mothers were made all the more pathetic by the joyous exclamations of the fortunate ones whose husbands or sons were among the saved. Many of the latter, however, restrained their exclamations lest they should hurt the feelings of those who had lost their dear ones.

The duplication of names, errors in transmission and the absence of initials in the list of the members of the crew saved caused much disappointment and a prolongation of the suspense. The first list posted contained the names of 150 persons saved from the Titanic. The White Star officials called many inquiries to New York in behalf of those who were doubtful as to whether their relatives were saved or lost, but the matter had not been fully straightened out late to-night, and many women were still waiting for further dispatches.

The Mayor of Southampton drew on the local relief fund of \$20,000 to relieve the pressing needs of many of these women. It was their first experience in receiving charity, and they reluctantly accepted the money in a shamefaced manner. Others are still concealing their need rather than ask for help. One woman who had received a little assistance hastened to the Mayor's office to return the money when she found that her husband was among the saved.

CAPTAIN ORDERED EACH FOR HIMSELF

But in Struggle for Life He Refused to Be Saved.

GOES BACK FROM RAFT

He Rescues Child, and Returns to What Is Left of His Ship.

(Special to The Times-Dispatch.) New York, April 19.—A great many of the sailors rescued from the Titanic who are waiting in port to be taken back to England to-morrow by the steamer Lapland, agreed to-day that Captain Smith gave the general order: "Every man for himself," just before the Titanic made her final plunge. Captain Smith did not resort to this measure until all the Titanic's boats had cleared the ship, and until the bridge of the Titanic itself was awash.

One man who told of this fact was Alfred White, a greaser for the pumps in the engine room. When the tilt of the great ship had become alarming, that was about 1:40 A. M., which was when the first apprehension was felt by those below, he had been sent above by one of the engineers to find out how serious was the situation. He made his way up through the escape tunnel. He found Captain Smith standing on the bridge knee deep in water. All the boats had swung away from the steamer's side and were standing by.

"Every man for himself," said the captain, according to White.

The latter slid down some loose boat tails, dropped into the water and was picked up by a boat. He says that the same order was sent to the engine room just before he went over.

A fireman, John McGann, said that the word for every man to save himself came as he was standing on the partly submerged bridge not far from the captain. All the boats had left then, he said.

Several of the Titanic's crew told of seeing Captain Smith holding a very young child as he stood on the bridge just before the ship sank. Another of the crew, McGann, was near him holding another child. Both men leaped into the sea and made for a raft nearby, which was nothing but one of the two collapsible lifeboats that failed to open. McGann and the child were picked up. Captain Smith reached the same raft and handed over the child in his arms. But he himself refused to be taken on. He fell back and the last seen of him by members of the crew, he was making for what was left of the Titanic.

It was the impression of the chief stoker aboard the Titanic, who refused to give his name, that the reason the forward bulkheads gave way was because of a bunker fire which was discovered between the second and third sections of the bunkers an hour after the Titanic left Southampton. It was not until Saturday that the fire was put out, and this by digging out the coal in that part. The chief stoker believes that if the support to the bulkhead in the form of coal had not been removed that particular bulkhead would have been able to withstand the water pressure.

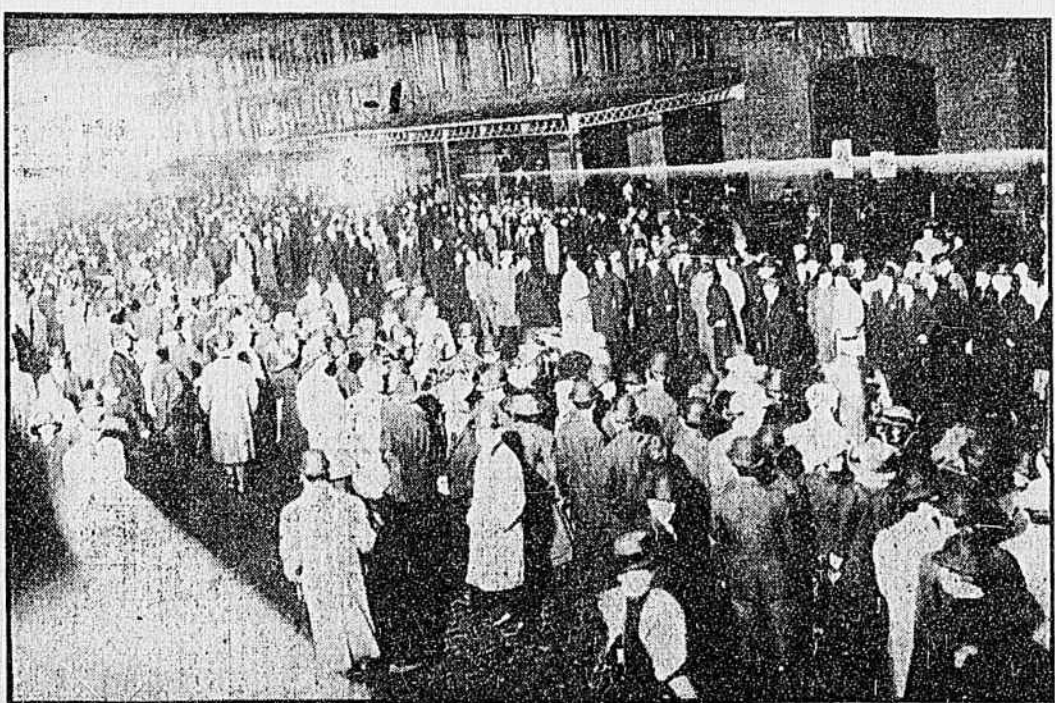
The chief stoker was also the authority for the statement that there was but one of the sixteen lifeboats, which was equipped with a blue lantern, the signal of distress. Various members of the crew agreed that the lights of several vessels supposed to be fishing smacks were seen when the boats first put off from the Titanic. In some cases the crews of the lifeboats tried to overhail these smacks by rowing. They met with no success, of course, but more than one of those who were talked with to-day expressed the opinion that these smacks might have come to the rescue, had a number of blue lights been displayed.

WHITE STAR OFFICIAL WHO IS SUBJECT OF CRITICISM



PHILIP A.S. FRANKLIN.

Waiting at the Pier for Survivors



Copyright, American Press Ass'n.